

with duplication and waste. Consequently the \$20.7 million authorization level was adopted.

The interstate natural gas pipeline industry spends over \$800 million per year on pipeline safety. This reflects the fact that primary responsibility for overseeing pipeline safety rests with the pipelines themselves, not the Department of Transportation. The Department should not be funded at levels sufficient for it to duplicate the safety activities of the pipelines; instead, its role is to ensure that pipeline safety laws and regulations are being enforced.

I do not believe more money will make the Office of Pipeline Safety run better or more efficiently. Thus, although I do not plan to offer an amendment to reduce the appropriated level to the Committee-approved authorized level, when H.R. 1323 comes to the floor I do not intend to raise its authorization levels.

Mr. VENTO. Mr. Chairman, I rise in opposition to the bill.

There are many areas of concern in this bill and I would like to point out some that I find particularly troubling.

Originally, I had considered offering an amendment to restore some funding to the pipeline safety fund. However, I will not offer an amendment. I feel compelled to take this opportunity to impress upon this body the absolute necessity to continue pipeline safety as a priority within the Department of Transportation.

Minnesotans unfortunately know first-hand the loss and destruction that can occur when a pipeline fails. In the district I represent, several people have lost their lives and there has been millions of dollars in property damage due to pipeline failures resulting in explosions and/or massive spills. Nationwide the numbers are staggering. In 1994 alone, the Department of Transportation reports that there were 465 accidents involving liquid and gas pipelines resulting in 22 deaths, over 1,000 injuries, and over \$130 million in property damage. Our Federal role with interstate pipelines is absolutely essential for safety, health, and environmental reasons.

We cannot prevent every accident, but with many caused by third party damage, we certainly can prevent some through a comprehensive one-call notification system that can alert an excavator to the location of a pipeline before an accident occurs. I commend the committee for acknowledging the importance of developing a one-call system in this bill's report language, and including some funding for such a system. However, this bill only earmarked \$1 million of the State Pipeline Safety Grant Program for developing and implementing a comprehensive one-call program; a program with the proven potential of saving lives and millions of dollars.

Unfortunately, once again in this Congress the new Republican majority has responded to the oil and gas carries rather than consumers; industry over the individual. The administrations budget sought an additional \$1.2 million for the State Grant Program. This measure denies such funding and instead in essence provides a \$7.5 million tax break to the pipeline industry.

The total appropriations for pipeline safety in the bill is within the proposed authorization. However, I would quickly point out that the authorization bill has not even been considered by the House or Senate, and yet the committee feels constrained by such a tentative

measure. It is my hope that the Senate, when considering pipeline safety, gives it the priority and funding it deserves.

Review of other aspects of this transportation appropriation points up other problems with this legislation which undercut important and basic worker protections by repealing section 13(c) of the Federal Transit Act. This section of Federal law, which maintains basic worker collective bargaining rights, has been in existence for over 30 years. During that time these protections have worked and have ensured a fair and livable wage for transit workers.

Today, we are asked to sacrifice the standards of living for middle class working families at the altar of cost reductions and local flexibility. It is ironic that the supporters of repeal includes major transit authorities. While those managers continue to collect their compensation, they are seeking to cut the wages of the workers who make these systems function. Such a duplicitous policy is wrong and should be rejected outright.

I am displeased that the House Rules Committee has not left the section 13(c) repeal subject to a point of order and that the rights of the workers can not be protected. It is another bad example of re-writing policy in an appropriation measure in violation with the rules of this House.

Another egregious provision in this bill is the proposal to cut mass transit operating assistance by \$310 million. That is a 40 percent reduction—representing 60 percent of the cuts in transportation funding. These cuts directly affect those in our society who can least afford them: The low income senior citizen who relies on mass transit to remain independent; the disabled person whose only means of transportation is mass transit; the welfare recipient whose only way to get to a new job is mass transit; the college student who uses mass transit to get to class; the middle income worker who depends on mass transit to get to their job. These are the people who will suffer from this cut, and these people will not be able to afford the 120 percent increase in their fares that the majority in this Chamber would like to impose upon them. This funding helps hold our urban areas together, we must not abandon commitments to our cities.

Mr. Chairman, once again we are faced with tough decisions on reducing Federal spending. As the majority party has done time and again, when the issue of cutting spending is raised, the first victims are safety, the poor and the rights of working families as graphically illustrated in this measure today. I urge the Members to reject this legislation and to enact a Transportation Appropriations bill that is fair and does not cripple our transportation and pipeline safety programs.

GENERAL LEAVE

Mr. WOLF. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on the bill, H.R. 2002, and that I may include tabular and extraneous material.

The CHAIRMAN. Is there objection to the request of the gentleman from Virginia?

There was no objection.

SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of May 12, 1995, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Florida [Mr. GOSS] is recognized for 5 minutes.

[Mr. GOSS addressed the House. His remarks will appear hereafter in the Extensions of Remarks.]

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New York [Mr. OWENS] is recognized for 5 minutes.

[Mr. OWENS addressed the House. His remarks will appear hereafter in the Extensions of Remarks.]

PERSONAL EXPLANATION

Mr. FOX of Pennsylvania. Mr. Chairman, on rollcall vote 554 from July 21, 1995, on final passage on the agriculture appropriations bill, my card did not work. Had it worked, I would have voted in the affirmative.

THE OVERALL TRANSPORTATION BUDGET

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Pennsylvania [Mr. Fox] is recognized for 5 minutes.

Mr. FOX of Pennsylvania. Mr. Speaker, I rise to address an important issue on which we started the dialog tonight. Mr. Speaker, that involves the overall transportation budget. No matter what part of the country you are from, Mr. Speaker, it seems to me it is very important we look at an integrated system and not only make sure we improve our roadways in this country, but also make sure we improve mass transit. That is why tonight I support the Foglietta-Fox amendment, which would have increased \$135 million for an operating subsidy.

Our mass transit system is the logical other half of our transportation network here in this country. While we need to improve roadways in certain areas and build new ones in still others, for those in areas that are suburban, urban, and rural, that depend on buses, trains, and subways to either be created or to be operated, we need to make sure we properly fund those kinds of programs.

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It gives us the proper balance for our transportation system. Furthermore, it reduces gridlock and pollution, increases mobility. Many of our citizens across this country, Mr. Speaker, do not drive or do not have a vehicle at their disposal and therefore can take advantage of van pooling, transit systems, whether they are jitneys or buses, trains or subways.

The high-speed rail and the light rail are very important parts of our economy. They provide jobs, and they very much help make sure that transit works.

I will be working with our Commuter Caucus, people like the gentleman from Pennsylvania [Mr. FOGLIETTA], people like the gentlewoman from New York [Ms. MOLINARI], the gentleman from Virginia [Mr. WOLF], and others across this country and all parts of the U.S. House that represent all 50 States to make sure we have within our Commuter Caucus and for that matter those who are not yet Members and will become Members to be involved in this important quest.

I know that in my own district, where we have excellent train systems, we also have excellent bus systems, we need to have two new systems that the county commissioners have been working with me on, the State representatives and Senators, local businesspeople, and citizens across Montgomery County, PA. That is, to have a Schuylkill Valley Metro and a Cross-County Metro. The Cross-County Metro would go through 4 counties, Bucks, Chester, Montgomery, and Delaware counties outside Philadelphia and which strengthen the southeast Pennsylvania corridor not only for business but for students to get to school, for the seniors to go to senior centers, for people to shop, increase commerce and would be an excellent system and one that is really the way we should go for the 21st century. Hopefully the Cross-County Metro will be a reality not only in Pennsylvania but in other parts of the country.

We are also looking to a Schuylkill Valley Metro which would build a major highway in our county, and that is the 422 bypass.

I look forward to working on both sides of the aisle, the House and the Senate, Mr. Speaker, to make sure mass transit works along with the road system and to make sure we move this country forward on the rails, on trains, in subways and, yes, in cars.

I thank the Speaker and the colleagues tonight who have listened to our debate and hopefully will be part of our Commuter Caucus to make sure America keeps moving forward.

The SPEAKER pro tempore (Mr. GUTKNECHT). Under a previous order of the House, the gentlewoman from Ohio [Ms. KAPTUR] is recognized for 5 minutes.

[Ms. KAPTUR addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.]

KEEP COPS IN THE STREET PROGRAM

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Michigan [Mr. STUPAK] is recognized for 5 minutes.

Mr. STUPAK. Mr. Speaker, tomorrow or Wednesday, the Congress will vote to deny 1996 funding for the President's

Cops on the Streets Program. The 1996 funding for this Federal program starts in just 68 days. The reason why funding will stop is politics, pure and simple. Everyone except the GOP politicians agree that the Cops Program is a success. In fact, a recent survey showed that 95 percent of the police executives, 95 percent out of 220, want to keep the Clinton Cops Program and not go back to the House-proposed block grant program.

Police executives know what happened in the 1960's and in the early 1970's. The block grant program then squandered scarce taxpayer dollars on luxury items such as tanks, airplanes, real estate consultants, studies, police academies, just to say a few. Money was wasted and crime soared. Our cities, neighborhoods and taxpayers were the victims. Now the Republican Party wants to go back to these block grant programs, riddled with waste, fraud and corruption. Just when communities and cities in the past year have received over 20,000 cops and have witnessed a significant drop in violent crime, take New York City, for example. There is a 31-percent drop in homicides in this year. All across this country, rape, robbery, and assaults are down. One of the major factors contributing to this success in the Clinton Cops on the Street Program, more neighborhood policing. Here is a program that is contributing to the decrease in crime and less than a year later this successful program is being scrapped for politics. Here is a program that is efficient. Less than 1.5 percent in administrative cost. It is a single page to fill out the application form, not the cumbersome multipage, multifaceted, multi-bureaucratic review for a technical grant process, making police agencies jump from hoop to hoop, requiring grant writers, consultants and administrators.

Under the Clinton Cops Program, administrative costs are low, less than 1.5 percent. Money goes into law enforcement and more cops on the street.

If we look at the Commerce, Justice, and State appropriations bill which will be on the floor Wednesday, the gentleman from West Virginia [Mr. MOLLOHAN] will introduce an amendment which will restore the \$1.8 billion for fiscal year 1996 for the Cops on the Street Program. The money would come from striking that amount of money from the GOP block grant program in the Commerce, Justice, and State appropriations bill.

The Mollohan amendment would provide an additional 20,000 cops on the street over the next 12 months. Republican critics will say that what they want are local communities to decide on how to spend their law enforcement money. There is plenty of money for local block grants in the Commerce, Justice, and State appropriations bill. There is a half-billion dollars for law enforcement grants. The Byrne block grants can be used for 22 different programs, and each program has been spe-

cifically approved by this Congress and the Department of Justice to prevent the abuses that were in the 1960's and 1970's.

Mr. Speaker, underneath the current block grant program that we have as proposed by our Republican counterparts, in your community, if you are trying to rely on these funds to fight crime and if violent crime goes down in your community the following year, you would lose funds. So if you crack down and you help clean up your neighborhoods, prevent crime, underneath the block grant program proposed by our friends, you would see your funding go down. If you are in a police crack-down, you lose funding. The President and Democrats believe you must reward communities that effectively fight crime, not punish them.

When we have this bill up tomorrow or Wednesday, whatever day it comes before this House, I hope that all my colleagues will look very closely at the block grant program. I hope they will support the Mollohan amendment which will move \$1.8 billion back into the Clinton Cops Program. Having been a police officer myself for the last 12 years, before I came into this job, it always seemed like police officers, law enforcement were always at the end of the political game.

I remember being in the State Police in 1979 and in 1980 in which there was a budget cut. What did we do even though we gave up pay increases and that? They ended up cutting State troopers from our State, just like in 1979 and 1980 in Michigan. I know many of you said, "Well, that happened in Michigan. It won't happen here in the Federal Government."

Let me remind my colleagues on June 29, 1995, rollcall vote 458, on basically a party line vote, all but one Republican voted for the bill, you cut \$2.5 billion from the block grant program. Not only does politics come in when we are talking about law enforcement, how we fight crime in Michigan, but it also appeared here on this House floor less than a month ago.

In my 12 years, I have seen politics play a vital role in how crime is fought, how officers are funded, and right now the pollsters tell us crime is the number one concern for the voters. Yet we are having proposals which will actually punish police officers for doing their job because they will get less money the following year to fight crime.

While we are dealing in a time of declining resources, we must put our resources where it will do the most good for the most amount of people. That has been time and time again in the Clinton Cops Program.

Don't just take it from me, but if you look at a list of who supports the Clinton Cops Program, the Fraternal Order of Police support it, the National Association of Police Organizations, International Brotherhood of Police Officers, International Union of Police Associations, Police Executive Research